

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4301.

廿九九九年九月二十日

TUESDAY, NOVEMBER 10, 1903.

二拜禮

十一月十日英港

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,210,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO KOBE.
NAGASAKI LONDON.
LYONS NEW YORK.
SAN FRANCISCO HONOLULU.
BOMBAY SHANGHAI.
TIENTSIN NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.
HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "
TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$5,000,000
RESERVE LIABILITY OF PROFITS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson, N. A. Siebs, Esq.
E. Goetz, Esq. H. W. Shadie, Esq.
C. Michelau, Esq. C. A. Tonks, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1903. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,371

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shang, Esq. J. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months, Fixed 5%

Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau (Krautshou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [16]

GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).
ESTABLISHED 1864.

U.S. Gold
PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,186,000

Gold \$7,186,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARKS BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED:

On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½% per annum.

" 6 " 3½ "

" 12 " 4% "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [16]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Silver Reserve \$5,000,000
RESERVE LIABILITY OF PROFITS \$10,000,000

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C. Michelau, Esq. C. A. Tonks, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

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Chief Manager.

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Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [16]

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1903.

Blats.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

SINGAPORE, FOR COLOMBO and BOMBAY
(Calling at Penang if sufficient)
STEAMERS. TO SAIL ON REMARKS.

BANCA 4 P.M., 11th November Freight only.
J. B. Ferguson, Manager.

SHANGHAI About 13th November Freight and
A. Thompson, R.N.R., Passage.

COLOMBO, PORT SAID and MALTA About 16th November Passage.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE.
H.G.U. Jewell, R.N.R., About 16th November Freight and
(Passing through the Inland Sea.) Passage.

SHANGHAI About 20th November Freight and
F. R. Summers, Manager, Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent

Hongkong, 10th November, 1903.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, BUZU, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

London, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES

PREUSSEN THURSDAY, 12th November.

HAMBURG WEDNESDAY, 25th November.

PRINZ HEINRICH WEDNESDAY, 9th December.

KONIG ALBERT WEDNESDAY, 23rd December.

KIAUTSCHOU WEDNESDAY, 6th January, 1904.

SACHSEN WEDNESDAY, 20th January, 1904.

BAVARIA WEDNESDAY, 3rd February, 1904.

GERA WEDNESDAY, 17th February, 1904.

SEYDLITZ WEDNESDAY, 2nd March, 1904.

PARUSSEN WEDNESDAY, 16th March, 1904.

ROON WEDNESDAY, 30th March, 1904.

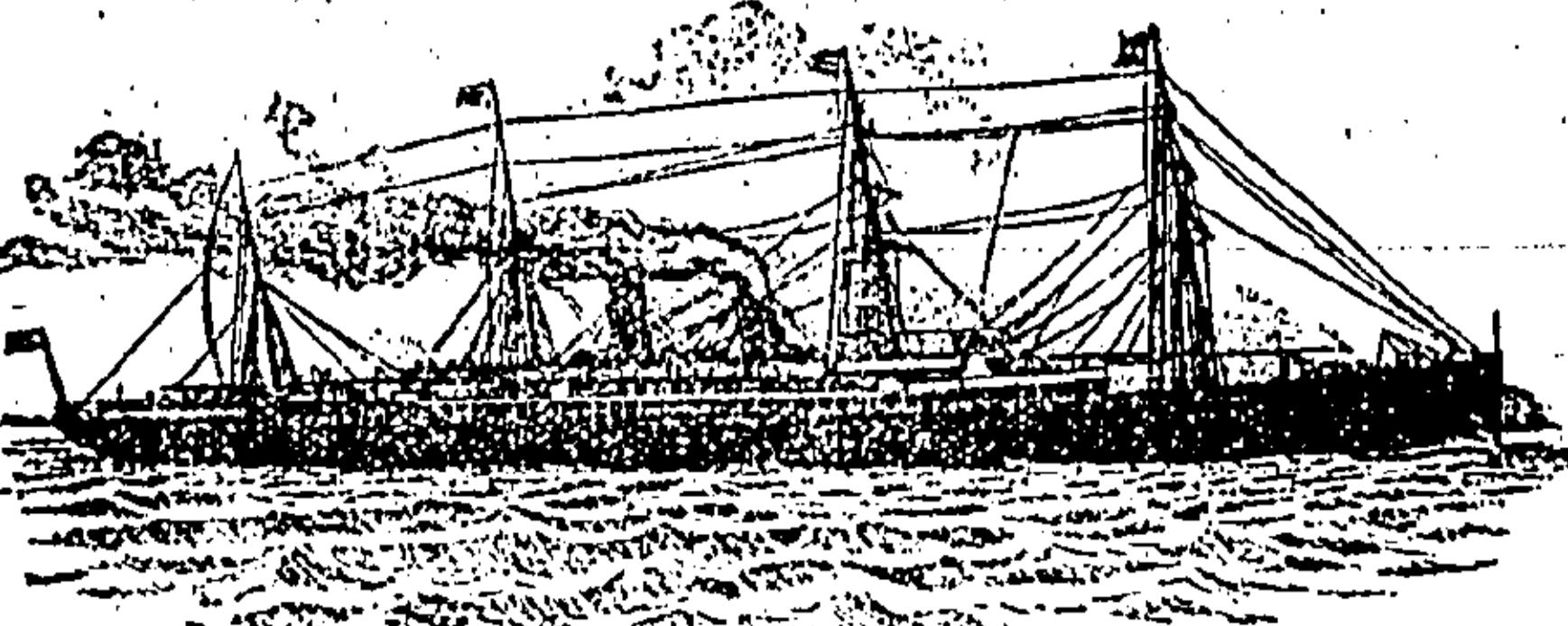
PRINZ HEINRICH WEDNESDAY, 13th April, 1904.

WEDNESDAY, 27th April, 1904.

Steamers of the Hamburg-Amerika Line.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEI KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"DORIC".....	4,784 Gross Tons	SATURDAY, 14th November, at Daylight.
"NIPPON MARU".....	6,397	TUESDAY, 24th November, at Noon.
"SIBERIA".....	11,841	WEDNESDAY, 26th December, at Noon.
"COPTIC".....	4,352	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU".....	6,307	FRIDAY, 18th December, at Noon.
"KOREA".....	4,276	SATURDAY, 26th December, at Noon.
"GAELIC".....	4,205	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU".....	6,307	SATURDAY, 9th January, at Noon.
"CHINA".....	5,060	TUESDAY, 19th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamer "DORIC" will be despatched to SAN FRANCISCO, via MACAO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confirmed and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 10th November, 1903.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPEROR" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA".....	6,000 Tons	WEDNESDAY, 18th November.
"EMPEROR OF JAPAN".....	6,000	WEDNESDAY, 16th December.
"EMPEROR OF CHINA".....	6,000	WEDNESDAY, 13th January, 1904.
"ATHENIAN".....	3,882	WEDNESDAY, 27th January.
"EMPEROR OF INDIA".....	6,000	WEDNESDAY, 10th February.
"TARTAR".....	4,425	WEDNESDAY, 24th February.
"EMPEROR OF JAPAN".....	6,000	WEDNESDAY, 9th March.
"EMPEROR OF CHINA".....	6,000	WEDNESDAY, 30th March.
"EMPEROR OF INDIA".....	6,000	WEDNESDAY, 20th April.
"ATHENIAN".....	3,882	WEDNESDAY, 27th April.
"EMPEROR OF JAPAN".....	6,000	WEDNESDAY, 11th May.

THE magnificent "EMPEROR" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS,) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, 12, Fiddler's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIASTISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

STEAMERS.

ANTWERP and HAMBURG.
(Calling at SINGAPORE and COLOMBO.)MARBURG..... HAVER, BREMEN and HAMBURG.
(Calling at SINGAPORE and COLOMBO.)Stern..... HAVER and HAMBURG.
(Calling at SINGAPORE and PENANG.)SUEVIA..... HAVER and HAMBURG.
(Calling at SINGAPORE and COLOMBO.)ARAGONIA..... HAVER and HAMBURG.
(Calling at SINGAPORE and PENANG.)NURNBERG..... HAVER and HAMBURG.
(Calling at SINGAPORE and COLOMBO.)AMBRIA..... HAVER and HAMBURG.
(Calling at SINGAPORE and COLOMBO.)NUBIA..... NEW YORK
(Calling at SINGAPORE and COLOMBO.)Duckstein..... N.Y.
von Hoff..... Via Suez.For further Particulars, apply to HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 4th November, 1903.

19

19

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"..... 2,303 tons, Captain H. D. Jones.
"POWAN"..... 2,138 G. F. Morrison, R.N.R.

"FATSU"..... 2,400 A. A. 17th Dec.

"HANKOW"..... 3,073 C. V. 1st Oct.

"KINSHAN"..... 2,800 J. J. Lousius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"..... 4,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at 5 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSIAN"..... 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AN, MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SUNAM"..... 588 tons, Captain B. Branch.

"NANNING"..... 562 C. Butchart.

"FAK HING"..... 618 R. D. Thomas.

Departure from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

OR BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903. [357c]

Entertainments.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING, IN ALL SIZES.AMATEUR WORK GIVEN SPECIAL
ATTENTION.FULL LINE OF SUPPLIES
ALWAYS IN STOCK.C. W. CLARK,
EUROPEAN PHOTOGRAPHER,
NO. 4, QUEEN'S ROAD AND DES VERS ROADS,
FURNISHED.WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

94c] PATRONAGE RESPECTFULLY SOLICITED.

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1903. [1339c]

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to THE MANAGER. [1339c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER von WELSBACK Co., VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.

CONNAUGHT HOUSE.

954c]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903. [60]

Entertainments.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks

Intimations.

S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

RATED
WATERS.THE WATER we use is THE
REST that can be obtained, and is
fully Filtered on the most scientific
principles.THE MACHINERY employed is of
latest design and most approved.THE BEST INGREDIENTS only
used,GUARANTEEING
ABSOLUTE
PURITY.ENGLISH EXPERTS
manage our Factories, and their
technical knowledge and constant
supervision enable us to produce
articles of unrivalled excellence, and
quality.S. WATSON & CO.,
LIMITED,
ESTABLISHED 1841.TELEPHONE NO. 356.
HOME ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 4th EDITION

ESTABLISHED 1859.

CHEE & CO.,
華利廣
TEMPORARY STORE:
FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. Price & Co.)

AS & NEW YEAR CARDS.

FURNITURE
DEALERS.WING-ROOM,
DINING-ROOM,
and BED-ROOM

FURNITURE.

CUT-PLATED,
GLASS, and
CHINA WARES.TEUR'S MICROBE-PROOF
FILTERS,ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.KING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 29th August, 1903. (728d)

CARMICHAEL AND
CLARKE,

BUILDING ENGINEERS AND

SHIPBUILDERS,

REVENORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

NAME: "CARMICHAEL," Hongkong.

Code, 4th Edition.

de.

Standard Code.

pg. 232.

March, 1903. (355e)

The Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.NOTICE.
All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to the Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$90 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per month are proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph
HONGKONG, TUESDAY, Nov. 10, 1903.EDUCATION IN CHINA.
(Conclusion)

It would be a profitless procedure to merely expose the shortcomings of Chinese education and the consequent defects of national character and life, without at least trying at the same time to point out the remedy. The easiest and probably most practical way of doing this will be to indicate certain broad lines along which it is safe to presume that education must proceed if it is to develop the national strength, the lines which education actually does follow in the nations of the day which are strong and whose strength China would like to imitate. The mistake has often been made of supposing that the work of reforming China can be effectively and lastingly done by the introduction of the appliances of modern civilization alone. One might as well artificially attach luscious oranges to a scrub tree and then boast of the fruit of the tree. Society is just as truly a vital organism as is a tree, and no fruit that is merely tied on will stand any chance of becoming permanent. Only those improvements which are the outgrowth and the natural expression of the thought, aspirations, character, and life of a people will continue to flourish in the national history. A similar mistake is made by the bulk of the Chinese reformers themselves when they assert that all that is needed is a change of rulers and revision of their laws. They overlook the fact that the rulers, under the Emperor, even in China, come from the people and possess all the characteristics of the people. The corruption of officials in China means simply that the life of the people from whom those officials spring is corrupt, that their education in practical morality is defective. A pure people could not produce a corrupt officialdom, and the only effectual way to secure a permanently pure and efficient administration is by purifying and elevating the life and thought of the people. The nations of the West have found that the strength of the nation lies in the strength of the people, and they aim to make the people strong by incorporating certain essential elements into their system of education. These elements China cannot afford to ignore if she wishes to take her place among the nations of the first rank. (1.) In the first place education in Western countries is tending to become universal. Supposing the education to be of the right type every failure to extend its influences to every member of society is recognized as an element of weakness. The right education of woman is known to be inexpressibly important. There are many things which the wives and mothers of the country should know to fit them for helping and preventing them from hindering the national growth in power. China can no longer afford to exclude this important half of her population from the privileges of such a training as shall fit them for the life they have to live, for the contribution they are sure to make to the national character and work. Then, too, these countries are a unit in extending the bounds of education far beyond the limits of the ruling class. All agree in the desirability of providing some sort of education and fitting for the farmer, the merchant and the mechanic, three great classes that carry forward the work of the nation, and give to its life that expression by means of which it comes into competitive contact with the rest of the world. Agricultural, mercantile, and technical schools are being multiplied and filled with students in all the leading countries of the world. It is even looked upon as essential to the national supremacy that these schools should be suitably maintained. Neither China nor any other country, regardless of the extent of her territory or the vastness of her population, can ever become great in this modern world, while practically restricting the privileges of education to any single class of her people, even to the class of rulers. (2.) No great nation undervalues the *physical side of knowledge*. A purely literary education can never make a people great. Study of, and reverence for, the laws and facts of nature are inseparably connected with character as well as with material prosperity. Nature does so without any thought of the incorporate teacher. She has not yet relin-

quished her office. It is doubtful if she ever will. All the civilization man has attained to, even the thoughts whose formal expression man has polished and made into literature, have been taught him first in the great out-door school of the world. Whether or not you believe that in studying nature man is really studying the highest earthly expression of thought, certain it is that such study does have a stimulating effect on the mind of the race which no people can ignore and not suffer in consequence. And how inseparably connected with the well-being of the community is that part of physical education which deals with man's own body and his surroundings. How important that each individual, as far as possible, should know his own bodily organs, their functions, and the proper care of them. The study of nutrition, the proper exercise and development of the body, all that contributes to the health and physical happiness of mankind, cannot safely be eliminated from the curriculum of any country's educational system. Nor can the doctrines of hygiene as to the importance of cleanliness in body, clothing, homes and cities. These things have a very important bearing on national force and endurance, as well as on national ideals, which China can no longer overlook and hope to be a great nation. Just so long as she despises the farmer, the mechanic, and the merchant, and looks down on all knowledge that has not been crystallized into literature for ages, just that long will she continue to be weak. (3.) No great nation can undervalue the *individual* as China does. In the leading Western countries all public and private training tends to form a high estimate among the people and their rulers of the value of the individual man. It is this high estimate which is already one of the chief safeguards of society. The individual man has a value. Even the poorest, most ignorant, most depraved soul has its value, which cannot be expressed in dollars and cents. And the valuation of the individual rises with his moral power. As he is able by the force and integrity of his personal character to make himself felt in the life of the community he becomes a centre of influence, both preservative and constructive in character. The strength of the community depends on the multiplication of these centres of influence. Society recognizes the value of private character, and sees in every man a centre from which good or evil influences radiate in varying degrees, and so to varying distances. In China the individual has no value. The loss of a few hundreds or thousands of the common people through war, pestilence, or famine is not regarded as any great calamity. Everybody grins and says, "Have got plenty more." But if society is to benefit by the combined and cumulative effort and character of her millions, she must first show that she rightly appreciates the value to her life of each individual among those millions. (4.) The great peoples of the world try by every possible means to inspire in all classes a strong *desire to improve*. This is one of the effects, doubtless, of the close competition among the nations that have open doors for the merchandise and ideas of other nations. It is a matter of surviving or perishing. But no nation could hope to continue great if she allowed the spirit of rivalry, of desire to excel even their own achievements to die out in the minds of her people. In China there is no real desire for improvement. All classes are content to let well enough (or bad enough) alone. This is in part due to the teachings of the sages to the effect that the golden age of the country lies away back in the Chow dynasty, 3,000 years ago; and that no effort of the present or future ages can ever hope to surpass that degree of excellence, but only remotely to approach to it. Then the lines of conformity to the old order being strictly prescribed all individual initiative is stifled, and each successive generation, instead of improving on the preceding, is very likely to fall a little short of its excellence, with the result that society degenerates instead of advances. What is wanted is the cultivation in each individual of the spirit of progress, and the relieving of the individual of the incubus of the clan, which invariably acts as a dead weight to the effort of the individual in the direction of improvement. (5.) Then, too, every great people in the world is trained in the power of *concerted movement*. They understand the art of combination without secrecy. This is what may be called the power of social efficiency. The education of the people and all their social life is a training in national unity. This is what makes all public improvements, good roads, public water supply, the fire department, systems of municipal sewage, street cleaning and improvement, and all the public conveniences of modern life so easily possible. The people have learned how to combine effectively to secure these results. In China the whole training of the people is a disintegrating process. In the school there are no classes. Each pupil learns his lesson and goes to the teacher and recites it alone. When he studies he does so without any thought of the incorporate teacher. She has not yet relin-

quished his words at the top of his voice for his own benefit. In foreign schools maintaining quiet in the school room is a perpetual discipline in thoughtfulness for others, a wholesome training in voluntary self-sacrifice of personal convenience and immediate profit for the good of the whole. But in China there is no such thing. And as in the school room there is no class work, so in their games there is no team work. That whole important feature of practical education is entirely overlooked. And for the results of this neglect one has only to see the inefficiency of all public service, everything in the country that requires sustained concerted action. If China is ever to have such public conveniences as good roads, a responsible police service, good streets well-cleaned, and other such like desirable improvements, they can only be maintained by teaching the people the value and the art of effective and open combination. Socially at present China appears to be in the gaseous state. The component elements are excessively repellent. It is possible that tremendous pressure from the outside may crush her into a state of solidarity. But the more hopeful view would be that, through the internal application of moral and intellectual influences, the affinities of the disintegrated parts may be greatly increased, and the Chinese people may become a unit, 300,000,000 strong. (6.) One final word of caution needs to be uttered in the ears of the agitators in favour of reform. It is that no nation can be great in which the spirit of *self-will and insubordination* is predominant. Only that nation is secure whose people believe in the ultimate justice of the Government and are willing to submit themselves to the limitations and control which Government necessarily imposes upon the individual. The spirit of obedience is an element of strength in any people, the spirit of self-will is an element of weakness. It is to be feared that the rising generation of reformers in China do not estimate aright the necessity of the spirit of subordination to national greatness. They are in great danger of misconceiving the spirit of liberty that pervades the modern Western nations. They are in danger of supposing that freedom means an absence of all control. They need to learn that freedom is really only the voluntary submission of the individual to the best laws that can be devised for the good of the whole community. As society advances from the savage state to one of higher civilization the individual progressively gives up more of the right to do as he pleases, and in return for the security and other advantages, which a well-organized society bestows on him, submits himself to a greater multiplicity of restrictions and control. And the measure of a nation's civilization may well be gauged by the complexity of the laws to which the people render willing obedience. The law-abiding capacity of a people may be taken as the measure of their advancement. It is to be feared that much of the aversion to control that is manifested by the younger generation, who are longing for better things in China, is due to innate tyranny in themselves and to a misapprehension of the motives which actuate those whose business it is to control. It would appear that every Chinaman is at heart oppressive, and so he suspects everybody else of being the same. He does not relish the idea of submitting to a rule that in his own hands he knows would be oppressive. So he submits, not willingly, but only so far as he must. He has yet to learn the great lesson which nature has been teaching the race since the dawn of human history, that the learning of external law and adopting it as one's own is in reality the secret of attaining to the highest mastery whether of self, of external nature, or of one's fellowmen. It is only to the man who learns her laws and renders them implicit obedience that physical nature lends her forces of steam, electricity, and mechanical transmission and adaptation to do his service. It is only the man who learns and obeys the laws of his own nature that attains the fullest development of his powers. And it is the man who studies and adopts, as regulative of his own life, the laws of human nature that secures a lasting ascendancy over the thought and lives of his fellowmen. There is nothing demeaning about a free man submitting to the severest discipline and other great limitations of his own free action for the sake of the whole community. It is a part of the highest culture and the best freedom, to be able to do so. These are some of the lines along which the newer education in China must proceed, if it is to succeed in saving the country for its own people and giving them a high place among the nations of the earth. That this can be done only through the kind of education which we have tried to indicate we believe to be incontrovertible. That it can be done through this means we firmly believe. In this the hopeful view is the sensible view. Education in the sense in which we have been treating of it means "a leading out." It implies a plastic nature, with fibre to it, capable of being led out. The Chinese have some splendid characteristics. They

are patient, industrious, frugal, intelligent. They are certainly capable of education, even in the sense that puts the greatest strain and test on the character that is being educated. We have dealt largely with underlying principles, with broad outlines. The practical application of the principles and the filling in of the outlines must be largely the work of the Chinese themselves. The world is looking on with intense interest to see how they will do it.

CURRENCY REFORM IN CHINA.

The progress of the American International Commission on currency reform has been most carefully watched by all who take any interest at all in commercial affairs. To us, in Hongkong, the success or failure of the Commission's visit to China will mean either that the Colony will be freed from the incubus of servility to China's old-time currency system or that the yoke will press more heavily upon the trade of the Colony.

Therefore, the only point in dispute was whether the money had or had not been paid.

Mr. D'Almada e. Castro, for the defence,

would not admit the agreement in question,

and urged that his client did not know the

plaintiffs, and had never contracted with him respecting the wall.

Evidence was called by both parties, and

Mr. Justice Wise eventually gave judgment for

plaintiff with costs.

A BUILDING DISPUTE.

IN COURT.

The Presiding Judge, His Honour A. G. Wise sat at the Supreme Court this morning and heard an action brought by Wong U Kai, a trader, of 57 Hollywood Road against another trader, named Wong Choi Lam, and who resides at 83, Bonham Strand, to recover the sum of \$838.12, being half the cost of pulling down and rebuilding the party wall between Nos. 69 and 71, Jervois Street.

Mr. G. K. H. Bruton, on behalf of the plaintiff, pointed out that his client owned No. 71, Jervois Street, while No. 69 belonged to the defendant. Plaintiff's premises had been pulled down, and an agreement was made to the effect that whatever the half cost was in connection with the pulling down and rebuilding of the party wall, it should be borne by defendant. Therefore, the only point in dispute was whether the money had or had not been paid.

Mr. D'Almada e. Castro, for the defence, would not admit the agreement in question, and urged that his client did not know the plaintiffs, and had never contracted with him respecting the wall.

Evidence was called by both parties, and

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"SWIFT" OR "HOI CHING?"

A somewhat peculiar case was brought to the notice of Mr. Setcombe Smith this morning when the master of the E. Yuen shop was charged with a breach of the Opium Ordinance in giving a false and incorrect name of a steam-launch when applying for a permit to export the drug.

Mr. H. Hursthorne, of Messrs. Dennis and Bowley, appeared on behalf of the prosecution, and the defendant was represented by Mr. J. S. Harston, of Messrs. Ewens and Harston.

In placing the case before his Worship, Mr. Hursthorne said that the charge was brought under section 19 of Ordinance 22 of 1887, and shortly, the facts were, that a policeman boarded the s.s. *Swift* and found the opium in two chests bearing certain marks corresponding with those in an application signed by the defendant, for shipment on the *Hoi Ching*.

Sgt. Boole, a boarding officer, deposed that on the 31st ult. he went on to the *Swift* and found two chests of opium, and as the result of inquiries made at the Imports and Exports Office the drug was seized.

A clerk in the Imports and Exports Office stated that on the 29th ult. he issued a permit to ship the opium on the *Hoi Ching*.

As a preliminary objection, Mr. Harston contended that the prosecution had failed to show that to the knowledge of the person making the application, the document was false or incorrect.

Mr. Hursthorne replied that it was impossible to call witness to testify as to defendant's state of mind at the time of making the application.

Further evidence was called as to this point and,

His Worship ruled that the knowledge of the incorrect application had been brought home to the defendant.

For the defence, Mr. Harston called the owner of the *Hoi Ching*, whose testimony was to the effect that he recently issued a circular regarding the sailing date of the vessel by which defendant arranged to ship two chests of opium. A photograph was handed him, and witness said it was a picture of his ship, but when it was pointed out that the name "Swift" appeared on the bridge and other places he explained that it was not at all unusual for a ship to have two names.

His Worship, while pointing out that technically speaking, the defendant had committed an offence under the Ordinance, it was evidently due to the notice issued regarding the sailing date of the vessel and defendant believed the *Swift* to be the *Hoi Ching*. He would be fined \$10, and the opium would not be forfeited.

SHIPPING AND MAILS.

MAILS DUE.

German (*Preussen*) to-morrow.
Australian (*Changsha*) to-morrow.
American (*Nippon Maru*) 1st inst.
German (*Prinz Heinrich*) 1st inst.
Tacoma (*Olympia*) 16th inst.
French (*Armanet Heute*) 16th inst.
American (*Siberia*) 20th inst.
Australian (*Eastern*) 21st inst.
Indian (*Lahore*) 23rd inst.
Tacoma (*Tacoma*) 4th prox.

The P. & O. S. N. Co.'s s.s. *Mailla* left Singapore for this port on 8th inst. at 6 a.m. The Silk ex C. P. R. Co.'s s.s. *Tarlar* from Hongkong, on 7th ult., arrived at New York on 8th inst.

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SUPPLEMENT TO THE HONGKONG TELEGRAPH, TUESDAY, NOVEMBER 10, 1903.

THE "EMPEROR" "KWANG TAI" COLLISION.

PROCEEDINGS IN ADMIRALTY.

Shanghai, 6th November.
Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice and Commander Moore, R.N., H.M.S. Sirius, Naval Assessor.

The Imperial Chinese Government, the owners of the cruiser Kwang Tai & the owners of the steamer Empress of India.

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Platt for the defendant company.

Mr. White Cooper handed in an Admiralty chart of the Coast of China near to Hongkong and in reply to the Court Counsel said that he proposed to leave the Court to mark thereon the position of the wreck.

His Lordship granted leave to Counsel to correct two clerical errors in paragraph 4 of the petition, Mr. Sharp offering no objection.

Mr. White Cooper then read the following petition.

The petition of the Plaintiffs shows as follows:

1.—Plaintiffs are the owners of the cruiser Kwang Tai of 2,000 tons register which at the time of the event hereinafter referred to was on a voyage from Shanghai to Hongkong and Canton manned by a crew of 178 hands all told and carrying in addition to her proper armament guns and munitions of war for the Imperial Military forces in Canton and six passengers.

2.—Defendants are the owners of the British screw steamer Empress of India.

3.—The Kwang Tai left Shanghai on the 13th August, 1903, at about 12.15 a.m., anchored at Guttaf the first night and next morning at 5 o'clock started again. Anchored again an Fu Yan Island on the 13th August, 1903, about 7 p.m. and left on the 16th August, 1903, at 7.30 a.m. and started for Hongkong.

4.—At 10.38 p.m. on the 17th August, 1903, sighted the Cape of Good Hope light, and at 10.54 sighted Breaker Point light proceeding at the rate of about nine knots. The Kwang Tai had her regulation lights properly fixed and burning brightly and a good lookout was being kept on board of her. The weather was dark but clear. The course was West by South & South which would take the cruiser straight to Pedra Branca Island. At about 10.45 p.m., the lights of a steamer astern were sighted at a distance of about 8 or 9 miles. Those on watch saw the two masthead lights in a direct line. This steamer afterwards proved to be the British steamer Empress of India. There was no vessel ahead. The red and green lights of the Empress of India became visible concurrently when she was at a distance of about 2 or 3 miles.

5.—The Empress of India was seen rapidly overtaking the cruiser Kwang Tai, and the Kwang Tai kept her course without alteration until after the collision occurred. The Empress of India did not alter her course or speed but game straight on crashing the Kwang Tai, striking the Kwang Tai on the port quarter with her starboard bow and grazed along the side of the cruiser smashing her boats.

Immediately after the collision the helm on the cruiser was put hard aport and the engines were stopped. The Kwang Tai then sheered off to starboard and the Empress of India to port striking the cruiser with her starboard propeller and inflicting injuries to her which caused her to sink in about two hours' time after the collision, off Breaker Point position bears N. 82° Mag., distance 15 miles. The collision occurred at about 11.50 p.m.

6.—After the collision the Empress of India stopped at a distance of about two miles from the cruiser and stood by to render assistance.

7.—The cruiser blew her whistle for assistance and the Empress sent a boat and subsequently two large boats in which and in the boats of the cruiser 166 out of the officers and crew and five of the passengers were saved.

8.—The pumps of the cruiser were set to work immediately after the collision but the water gained on them rapidly and at about 1.50 a.m. on the morning of the 18th Aug., 1903, she heeled over and then sank by the stern carrying down with her Commander Chee Fung Yee, the 4th engineer, seven able-bodied seamen, two boys and one stoker and one passenger.

9.—A good lookout was not kept on board the Empress previous to the collision. Plaintiffs therefore pray—

1.—That the plaintiffs have judgment against the defendants for the damage occasioned to them by reason of the collision and for costs.

2.—That the ball given by the defendants be in such damages and costs.

3.—That the amount of such damages may be referred to the Registrar for his report.

4.—That the plaintiffs may have such further or other relief as the case shall require.

Defendants to this petition are the Canadian Pacific Railway and Steamship Company.

ANSWER.

In answer to said petition the Defendants say as follows:—

1.—The Defendants are the Canadian Pacific Railway Company whereof the head office is at Montreal in the Dominion of Canada. The Defendants are the owners of the Royal mail twin-screw steamship Empress of India, registered in London, of 6,000 tons gross, burden, and subsidised by the Commissioners of the Admiralty for service as an armed cruiser. At the time of the events hereinbefore mentioned she was on a voyage from Woosung to Hongkong, manned by a crew 233 hands all told.

2.—On Monday, 17th August, 1903, at about 9.45 p.m. the Empress of India had just passed the Lamock Islands. The night was dark; the weather was fine, the wind was light; the Empress of India was proceeding at a speed of about 14 knots an hour through the water; her regulation lights were duly exhibited and burning brightly and a good lookout was being kept. In these circumstances, those on board observed at a distance ahead of about 8 miles a white light which proved to be the stem light of the Kwang Tai.

3.—As the Empress of India proceeded, the white light gradually opened out on her starboard bow, until, as she was about to pass the Kwang Tai, the white light suddenly began to close in and the Kwang Tai was observed to be turning to port across the course of the Empress of India. Immediately thereafter the Kwang Tai's red light appeared and, (the Kwang Tai continuing to swing round with great rapidity) her port bow struck the starboard side of the Empress of India near the break of the forecastle. When the Kwang Tai changed her course as aforesaid the Empress of India was heading in a direction divergent from the course of the Kwang Tai, and if the Kwang Tai had kept her course and speed, the Empress of India would have passed her in ample safety at a distance away of quarter of a mile or thereabouts. The collision occurred about 15 miles E. by S. of Breaker Point at about 11.45 p.m.

4.—The Empress of India took all proper measures to avoid the collision and to minimise the force and effect of the impact, and to render assistance to the Kwang Tai afterwards. Immediately when risk arose through the Kwang Tai changing her course as aforesaid, the Empress of India's helm was put hard a-starboard and her port engine was reversed full speed, and those on board her, perceiving that collision could only then be avoided by the Kwang Tai porting, repeatedly hailed her so to do. After the collision the Empress of India stood by the Kwang Tai until she sank at two (2) next morning and the Empress of India remained at the scene of the collision for some hours afterwards.

5.—To those on board the Empress of India it seemed that the Kwang Tai must have negligently failed to observe, until close thereto, a junk which was on her port bow, and that those on board the Kwang Tai must have lost all presence of mind. The junk was not in the Kwang Tai's way, and if she changed her course for the junk, as was unnecessary, she ought to have ported instead of starboating.

6.—A good look-out was not kept on the Kwang Tai.

7.—The Kwang Tai, though the overtaken vessel, neglected to keep her course.

8.—The Kwang Tai improperly starboarded her helm.

9.—The Kwang Tai having starboarded her helm as aforesaid, improperly persisted in swinging around to port, though such action rendered the collision, certain, and though the collision would have been avoided by the Kwang Tai porting.

10.—The Kwang Tai improperly attempted to cross ahead of the Empress of India.

11.—The Kwang Tai gave no whistle or signal or warning of any kind to the Empress of India to indicate the said change of course.

12.—Both before and after the collision the Kwang Tai was navigated in a reckless and improper manner.

13.—Those on board the Kwang Tai neglected to comply with the established practice of seafarers and violated the principles of the general maritime law, and particularly of articles 21 and 29 of the "Regulations for Preventing Collisions at sea."

14.—By reason of the collision damage was suffered by the defendants to an amount exceeding \$50,000.

15.—The collision was not caused or contributed to by any improper conduct on the part of the Defendants or their servants; was solely occasioned by the negligent navigation of the Kwang Tai as herein before shown.

16.—In any event the defendants deny liability in respect of the alleged loss of life on board the Kwang Tai.

17.—Save as aforesaid the Defendants deny all the allegations contained in the petition.

The Registrar of the Court then read the Preliminary Act of the two ships.

His Lordship asked whether the course W. by S. & S. mentioned in the petition was magnetic.

Mr. White Cooper said it was magnetic and the difference between magnetic and true course was five degrees or half a point.

After some further discussions, Mr. Sharp said that in answer 7th in the Preliminary Act the course was true. He did not object to his friend amending the Preliminary Act by inserting the word 'true.'

Mr. White Cooper, in opening the case for the plaintiffs said that they were there on that occasion to ascertain whether or not the owners of the Empress of India were responsible for the unfortunate collision with the Imperial Chinese cruiser Kwang Tai which resulted in 13 lives being lost. This model gave an approximate representation of the cruiser, but it had not been made according to any scale and he merely put it in, so that the Court might see the style of the vessel, her build, etc. It was not made to scale but otherwise the model was a correct representation of the cruiser. She was a composite cruiser, built at the Foochow Arsenal and launched some 15 years ago. (Counsel here gave the dimensions of the cruiser, her engines, armaments etc.) Her ordinary speed was 9 to 9½ knots, but she could make 10 knots and on one occasion when she was conveying Viceroy Chang Chit-tung she made 12 knots. She possessed steam steering gear which was worked from the bridge. She was under the command of Captain Chee Fung Yee, an experienced naval officer who had been 20 years in the Chinese Navy, and who unfortunately was one of those who perished. The Captain was a man of about 30 years of age and had been in command of the cruiser for about six months when the collision happened. Previous to holding this command he was in another man-of-war named Sei Kee. (Counsel here detailed her complement of officers and men—178 all told.) In addition to this she was carrying six gentlemen who were friends of the Captain as passengers to Canton.

On the occasion of her disastrous voyage she was also carrying arms and ammunition to Canton to assist the authorities in quelling the rebellion there. The collision occurred on the night of Monday, 17th August.

On this night everything seemed to be

in favour of safe navigation. The weather was clear and though there was no moonlight every thing could be seen a long way off.

There was practically no wind and the two ships were proceeding to the same destination, Hongkong. Those on the Empress must have seen the cruiser about 30 miles from the scene of the collision or must have been watching her for about a couple of hours. The cruiser saw the Empress about 10.45 p.m. so that the former only saw the latter for an hour. At this time the cruiser was proceeding at the rate of 9½ knots and the Empress 14 knots and she would therefore have gained on the cruiser something over four knots an hour. There was ample sea room, and it was not the case of one ship overtaking another in narrow water. It was true that there was a number of fishing boats about, but there was no question of ample sea room. The course of the two ships was, as nearly as possible, parallel, which one might expect in the case of two ships proceeding to the same destination.—*Shanghai Mercury.*

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TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

FORGED BANK NOTES.

BIG SEIZURE AT CANTON.

(From our Correspondent.)

CANTON, 10th November,

3.35 p.m.

At noon to-day, Captain Young, who is in charge of the hamion guard, raided a Chinese cash shop and seized a large number of forged notes of the Hongkong & Shanghai Banking Corporation, which were being offered on sale.

(Reuters.)

The Revolution in Panama.

London, 6th November.

The State Department in Washington has received a telegram from Panama, formally announcing the establishment of a new government. The *Nashville*-like jackets have again been landed at Colon, which town the revolutionists are marching to attack. When Colon is captured the Republic of Panama will be recognised by the United States, and it is expected in Washington that it will also be recognised by Great Britain and France.

LATER.

The United States Government has recognized the new government in Panama, and it is expected that this will mean a virtual American protectorate. Colombia has sent to Washington strong protest against the encouragement of the revolution given by the United States. The Colombian federal troops have quitted the Isthmus, leaving it in the hands of the revolutionists. Several New York papers are vigorously accusing President Roosevelt of conniving, and even indirectly supporting, the revolutionists.

Mr. John Hay (Sec of State) has issued a statement defending the United States recognition of the independence of Panama, as most strictly in accordance with justice and equity, and the only course possible in view of the fact that the right of control of the Isthmus transit was conferred by the treaty of New Granada in 1846 and had now become of transcendent importance to the United States through the acquisition of Hawaii and the Philippines. It was the failure of Columbia to ratify the Canal Treaty that caused the revolt of Panama. President Roosevelt's course was thus clear, viz., to prevent encounters calculated to impede the transit of the Isthmus and to recognise the established Government. President Roosevelt consequently advised a peaceful settlement and had notified the world that the United States would no longer allow bickerings in Panama.

Russia and Germany.

Count von Bülow and Count Lansdorff have had a three hours' conference at Darmstadt.

The Far East.

The *Temps* states that M. Delcassé informed the Cabinet Council that pacific prospects predominated in regard to the Far East.

The Telegraph's Vienna correspondent says that the result of the recent conference between the Tsar and the Kaiser was a distinct agreement ensuring Russia Germany's support in the event of Japan declaring war against Russia, and being supported by Great Britain.

LATER.

The report that Germany had promised Russia her active support in the Far East is doubted; it is believed that the main outcome of the conference between the Tsar and the Kaiser was the promise of German support to the Austro-Russian Reform scheme for Macedonia.

Indisposition of the Kaiser.

8th November.

The Kaiser has been successfully operated upon for polypus in the larynx; the polypus has been removed. The medical report emphasises the fact that the nature of the polypus is non-cancerous. The morning bulletin stated that the Kaiser had passed a satisfactory night with temperature almost normal.

(Der Oesterreichische Lloyd.)

The Kaiser and the Tsar.

MEETING OF MINISTERS.

Berlin, 5th November.

Complying with a desire expressed by both H.M. the Emperor and the Tsar no toasts were given at the banquet during the Wiesbaden interview. The Tsar has left in the meantime again for Darmstadt. There Count Bülow, the German Chancellor, and Count Lansdorff, the Russian Minister of Foreign Affairs, are meeting again to-day. It is expected that, on this occasion, important agreements will be arrived at with regard to the neutralisation of the Far and Near East. Great confidence prevails among the Russians that the efforts to maintain the peace in the Far East will be successful but they consider it far more important that the Balkan question should be settled in a satisfactory way.

In Favour of Peace.

The *Journal* of St. Petersburg dwells on the importance of the interview of the two Emperors, which certainly will have a very favourable influence upon the maintenance of the world's peace.

Returning home.

The family of the Tsar will return in the near future from Darmstadt to St. Petersburg.

NEW LAW COURTS.

LAVING THE FOUNDATION STONE.

As will be seen from our advertisement columns, His Excellency the Governor will lay the Foundation Stone of the New Law Courts on Thursday, the 12th instant, at 4.30 p.m.

The Public are invited to be present. A limited number of seats will be reserved for ladies.

THE SHOOTING TRAGEDY.

IN THE NEW TERRITORY.

LANCE-SERGEANT LEE CHARGED.

Although the details of the shooting fatality in the New Territory, on Sunday, were not generally known in the Colony yesterday morning, the sad message that Mr. W. McGregor, overseer of the new waterworks at Kowloon, and a native of Edinburgh, had been accidentally shot by Lance-Sergeant Lee, who is store-keeper at the Central Police Station, was being widely circulated. It was at first rumoured that the fatality had occurred while practising for the Interport match at the Kowloon range was in progress, and this report was generally believed until later in the day, when the full account, of what must be regarded as one of the saddest accidents recorded in the Colony, was brought to Hongkong. It seems that on Sunday, Mr. McGregor, Lance-Sergeant Lee, Sergt. Hill, and Sergt. A. Wilson, with whom was a native servant, went deer shooting in the vicinity of Shatin. About three o'clock in the afternoon they were walking on the hills above the little village of Pai Tat, some ten miles from Hongkong, when the accident occurred. Lance-Sergeant Lee was carrying a repeating fowling-piece, and having, as he thought, extracted the cartridges, pulled the trigger and was terror-stricken to set his friend McGregor, who was walking some half a dozen yards ahead, fall to the ground mortally wounded in the small of the back. According to our information, McGregor was able to mutter, "I'm done," or words to that effect, and expired shortly afterwards. The body was subsequently brought to Hongkong and the funeral, which took place this afternoon, was largely attended. The deceased gentleman was one of the most popular men in the Government service and although his acquaintance with Hongkong was comparatively short, he had made many friends by whom he was most highly esteemed. At the same time, sympathy is expressed on all sides for Lance-Sergeant Lee, who is also another young and popular official.

POLICE PROCEEDINGS.

At the Magistracy this afternoon, James Frederick Lee (24), described as a Lance-sergeant, was charged for "that he did on the 8th November, at or near Pai Tat village, in the New Territory of this Colony, unlawfully and feloniously did kill and slay one William McGregor, against the peace of our Lord the King his Kingdom and dignity." He pleaded not guilty.

Insp. Gault stated that at 1.30 p.m., by direction of the Captain Superintendent of Police, he placed the defendant under arrest, and charged him with the manslaughter of McGregor.

His Worship adjourned the case until next Thursday, granting bail in two sureties of \$30 each.

OXFORD LOCAL EXAMINATIONS.

RESULTS OF LAST EXAMINATION.

The Hon. Local Secretary of the Oxford Local Examination Committee (Dr. G. H. Bateson Wright) forwards us the following results of the examination held last July:—

SENIOR.

D—Hagen, E. C. A.A. I—Sambenite, R. A.A. D—Hastings, F. E. A. J—Sui Chi-pui, A.A. D—McIlroy, A. A.A. Q—Bunje, C. A.A. J—Gardner, J. A.A. Q—Bunje, H. F. A.A. J—de Gracq, Ozo. Q—Ho Yan-sik, A.A. J—Munro, J. M. H. A.A. Q—Te Tsok-kai, A.A. J—Muñoz, F. J. A.A.

(Over age) Q—Chau Sz-yui, JUNIOR.

D—Arnold, E. L. G. J—Atienza, Y. D—LeBreton, L. J—Erau, N. J. D—Long, E. J—Ontanon, C. D—Moynihan, A. E. Q—Mooney, W. G. D—Thomas, G. Q—Watling, H. D—U Wai-tak.

OVER AGE.

J—Vergara, C. E. Q—Fung Pak-lu. J—Villafior, A. Q—Lai Chiu-kun. P—Kew, I. W. Q—Lam Shiu-in. Q—Au Wing-to. Q—Lo Shiu-ting. Q—Fung Wai-hun. Q—Tse Yan-lung.

PRELIMINARY.

D—Dude, W. Q—Chan Kwok-nin. D—Ghissermann, J. Q—Chau Kwan-jam. D—Jex, H. Q—Galluzzi, V. C. D—Loft, T. Q—Suffiadi, A. M. D—Ng Wal. Q—Sung Ting-sui. Q—Abubekr, S. Q—Tetzel, C.

OVER AGE (14-16).

D—Law, E. Q—Juman, V. M. D—Brandt, W. A. Q—Li Un-lun. J—Labeys, L. Q—Markar, C. G. Q—Cheung Lun-shang Q—Moosa, S. K. Q—Cheung Ting-shang Q—Rahman, A. K. Q—Galluzzi, R. F.

GIRLS PRELIMINARY. Over age (14-16).

D—Heang, L. E. D—Smith, A. M. D—Mooney, F. D—Smith, G.

D—Diocesan School. P—Private Tuition. J—S. Joseph's College. Q—Queen's College.

Rev. T. W. PEARCE, Superintendent Examiner.

THE KING'S BIRTHDAY CELEBRATIONS IN HONGKONG.

Our Colony is ever to the fore when the occasion presents itself for a demonstration of the loyalty of its inhabitants, and the celebration of Our Gracious Majesty King Edward the Seventh's 62nd anniversary was an opportunity of which every advantage was taken by all classes of our society. Devotion to our Sovereign is not an appanage reserved to the mighty who sit in high places, or to the select few of our plutocratic aristocracy; but is one of those civil virtues of which all the citizens of our vast empire are so justly proud. Nature smiled on the many to whom this holiday was an occasion of the sight-seeing and rejoicing, and their ready enthusiasm excited by the bright colours glittering all over the shipping in the harbour, and bedecking the public and private buildings in the city, and by the superb military display of the afternoon, was maintained throughout the day at a crescendo, thanks to the truly regular weather that favoured the anniversary. The warships and merchantmen in the harbour were all brilliantly decorated, and it was particularly gratifying to notice the tasteful display made by the U. S. *Monterey* and the Portuguese cruiser *Divi*. Looking down from the upper levels on the immense land-locked haven, dotted over with cruisers, gunboats, destroyers, liners, cargo-boats and steam launches, all ablaze with bunting, which fluttered in the north-east breeze, flashing bright hues in the clear sunshine, the scene was delightful and impressive. Truly our harbour is one of the most picturesquely situated in the world, though it is to be feared that the majority of us are so busy and preoccupied with other thoughts that its beauties receive scant appreciation. On occasion like the present one, when the attention of the observer is attracted to our scenery by some outside channel, the scenic splendour of our surroundings becomes so apparent that one is filled with remorse at the sagacious neglect with which many of us become accustomed to treat it. At noon a Royal Salute was fired. The first gun boomed out from the Naval Yard and the joyous detonations were repeated by the warships; the puffs of smoke from the guns looking like white plumes as they twined upwards through the fluttering flags and melted away in the atmosphere.

THE GARRISON REVIEW.

The event of the day was undoubtedly the fine military display held in Happy Valley under the auspices of His Excellency the Governor, at which detachment of sailors and marines and all the disposable troops of the garrison assisted. Though the review was timed for 4 p.m., the roads leading to the Kowloon were, from an early hour, crowded with Chinese making their way to the ground, in order to secure a good post of observation. Soon after noon the long line of pedestrians, moving down Queen's Road to Wan-chai and along the Praya East, was swollen by the numerous rickshaws, gharrys, chairs and bicycles, in and on which the European population, and the more fortunate celestials, were hurried along towards the scene of the coming inspiring ceremony. The continuous rumble of the wheels, the excited yells of the coolies, the innumerable barked at the vehicles in front, when a block occurred, the crackling conversation of the Asiatic throng as they trudged onwards, the warning shout of the steward, policemen regulating the traffic made a cacophonous din along all the line of route that was almost deafening. The variegated and ever changing colouring of the crowd, both here and around the parade ground, seemed in the raw sunshine like any endless series of kaleidoscopic patterns. The bright summer *toilettes* and flower or plume bedecked head-dresses of the European ladies, the gaily habited robes of the Celestials, the sportive costumes of the turbaned and swarthy Indians, the sparkle of steel, and the glint from brass uniform buckles and buttons gave a vivacity and brightness to the picture that the pen is incapable of doing justice to. The troops arrived on the ground, with bands playing, some time before the hour fixed for the review, and took up their respective positions. Starting from the right of the line the following corps took part in the parade:—The Naval Brigade, Marines, Royal Garrison Artillery, Royal Engineers, 1st Sherwood Foresters, the Hongkong-Singapore Battalion Royal Asiatic Garrison Artillery, the Hongkong Volunteer Corps, the 10th Mahratta Light Infantry and the 9th Burma Infantry. The total effectives present, officers and men included, were about 2,500 strong. Colonel L. F. Brown, R.E. was in command; his staff consisting of Major A. A. Chichester, D.S.O., Major T. W. G. Br. and Lieut. M. K. Hodgson. The guard was mounted and wore all his orders. The staff accompanying His Excellency consisted of Sir John Keen, A.D.C., Lieut. H. W. Smith, R.A. and Subadar Ikbal Singh, H.K.S.B.R.A. Sir Henry Blake then proceeded to inspect the garrison, beginning with the detachments from senior service. The inspection terminated His Excellency came back to his first position and the ceremony of firing the *feu de joie* was gone through; the guns of the Asiatic Artillery joining in, after which the Governor called for three cheers for His Majesty King Edward VII. The surrounding crowd of spectators joining in the shouts which echoed down the valley. His Excellency then came back to the saluting base and the troops marched past. The bands, massed under the orders of the bandmaster of the Sherwood Foresters, played appropriate marches to the advent of each corps. As line upon line of men went by with mechanical precision the enthusiastic plaudits of the onlookers broke out repeatedly. The sailors were evidently prime favourites. For precision of movement the palms were for the Sherwood Foresters and the 10th Mahrattas, the business like swing of this first fine corps told a tale of long tramps over the veldt and a fitness and grit that can only be acquired in a campaign. The Mahrattas were splendid, a magnificent example of careful training and of the keenness possessed by their superiors, and were other proof that the Indian Staff Corps is the finest body of professional soldiers in the world. The troops went back to their original positions and the whole line advanced to the strains of the "Soldiers' Chorus," from "Faust," and saluted. The National Anthem was played, the troops remaining at the "salute," and the parade came to an end.

Were present at the saluting base numerous naval and military officers in full uniform, the officers from the Portuguese cruiser *Divi*, the foreign consuls and other prominent official or civil members of the community. The return journey from Happy Valley was even more animated than the rush out there, and "blocks" were frequent and progress slow. The best of good temper prevailed, however, and accidents were few and of little gravity, thanks to the excellent dispositions taken by the police. At

night fell, the congested traffic eased down, and the streets of the city regained their normal aspect, as the thousands returned to their homes tired with the excitement experienced and enthusiasm displayed, and impressed no doubt with one of the finest military parades this Colony has ever seen.

TELEGRAMS TO THE NORTH.

Communication with Fo-chow, Shanghai and the North, via the Eastern Extension Company's cable was restored yesterday afternoon.

The Superintendent of the Great Northern Telegraph Co. notifies that the time of transmission for telegrams forwarded over the Company's Hongkong (Amoy)-Shanghai cable is again normal.

COMMERCIAL.

FREIGHT MARKET.

Messrs. Lambke & Rogge report under date the 7th November, as follows:—

The general position of our freight market has not changed during the fortnight now under review. There is an unusually large supply of tonnage and at the same time quite an unusually small demand. The number of steamers, free from their recent engagements and unable to move for want of paying freights, is steadily increasing, boats of various descriptions and sizes are kept unemployed. Unfortunately there are no prospects for any early improvement, indications instead all point the other way. Whilst from demand for tonnage to load at Newchwang after all a fair amount of chartering has resulted during the fortnight, this season's requirements in that direction are now all but filled, and without much more business the port is expected to be closed by ice in the ordinary course before the month is out. The Tientsin and other Northern trades will for a like reason also be stopped, and the South, as circumstances are at present, already quite unable to absorb available tonnage, will have more boats looking for what can be picked up in the shape of freights.

It is quite on the cards that owners may take to fixing steamers homewards, though what little business may be got in this line is quoting at exceedingly poor rates; however, just a few boats have already been so disposed of.

It appears that rice crops are good everywhere in the East, that stocks of that staple are so distributed anyhow, just at present, that the various markets are all supplied and that there is no inducement for moving cargoes. It may be principally on this account that even now there has been practically no demand yet from the Yangtze ports. The fact also, that reports from Saigon, contrary to all previous advices, now disclose about 300,000 to 400,000 piculs of grain as being available there yet, has not helped to stimulate freights. Though prices, in the absence of any buyers, are stated to have fallen rapidly and considerably, values would still seem to be out of proportion to those ruling in the neighbouring markets, so much so anyhow, that there is no margin left for freight. It is therefore that, despite of their being rice yet, there continues to be no demand for tonnage coastwise from Saigon, except that during the last few days 6 and 7 cents per picul has been offering for small parcels for this port—rates which, of course, are far from covering steamer's expenses, but have yet been accepted in some instances as the means of working boats back when they were to get here somehow.

Concerning Bangkok, it is reported to-day that some understanding has been come to between the two competing German lines. As to what effect this will have on rates, the early future will show; anyhow, for the present, outside boats have no chance.

Newchwang business has already been referred to as having been done during the fortnight. The best steamers have been able to secure has been 21 cents for first half November loading for Canton, 22 cents for later dates. Nothing better than about same rates has been obtainable for Amoy or Swatow.

Java freights to this have continued quiet with business at 17½ cents for all dry sugar, and only 15 cents is quoting at the close.

Some inquiry that there has been for Coal tonnage from Moji to this has been met at \$1.75 and \$1.70 per ton, according to size; a slight improvement upon recent fixtures.

Moji to Swatow \$1.80 is quoted for a cargo. Moji to Singapore has had inquirers at about \$1.75, or better; but the rate has not been found temping.

From Hongkong, for prompt, there has been no demand, and for later shippers quote even below last rate of \$1.10 per ton to this.

On time basis, there will be found details in appended list of two settlements for short terms, arranged to cover special requirements. The *M. Struve's* charter for Shanghai account, as lately reported, had been cancelled.

Sail Freights:—British bark *Brilliant* has arrived from Shanghai and is loading for Baltimore and New York. American ship *Rosina* sailed for Italy.

There seem to be no prospects whatever for further sail tonnage for the states being taken up this season, partly accounted for by the recent break up of the Pacific steamer's conference.

Rates are down to G. \$2.00 per ton for San Francisco, and about G. \$4.75 per ton, (1 cent gold per lb

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FOR NIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM STEAMERS DUE
GLASGOW and LIVERPOOL " ACHILLES" On 12th November.
GLASGOW and LIVERPOOL " PROMETHEUS" On 21st November.
GLASGOW and LIVERPOOL " PELEUS" On 28th November.
GLASGOW and LIVERPOOL " DARDANUS" On 5th December.
GLASGOW and LIVERPOOL " YANGETSE" On 12th December.
S.S. " ACHILLES" left Singapore 7th inst. a.m. and is due here 12th inst.
S.S. " OANFA" has arrived and leaves for Japan and Pacific on 11th inst.

HOMEWARDS.

FOR STEAMERS TO SAIL
LONDON & ANTWERP " TANTALUS" On 10th November.
MARSEILLES & LIVERPOOL " NINGCHOW" On 20th November.
LONDON & ANTWERP " POLYPHEMUS" On 24th November.
MARSEILLES, L'DON & ANWERP " IYSON" On 8th December.
LIVERPOOL " ACHILLES" On 15th December.
MARSEILLES, L'DON & ANWERP " PROMETHEUS" On 22nd December.
MARSEILLES, L'DON & ANWERP " DARDANUS" On 5th January.
S.S. " NINGCHOW" from Tacoma via Japan is due here 15th inst.
* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR STEAMERS TO SAIL
VICTORIA, SEATTLE, TACOMA, and " OANFA" On 11th November.
all PACIFIC COAST PORTS, " PELEUS" On 30th November.
NAGASAKI, KOBE and YOKOHAMA left Victoria, B.C., 28th Oct. for Yokohama, Kobe and Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th November, 1903.

[8]

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL
CHINKIANG (DIRECT) " HANGCHOW" 9th November, at 5 P.M.
TIENTSIN " KWETIYANG" 9th " "
SHANGHAI and DAIRINY " NINGPO" 9th "
MANILA " SUNGKIAH" 11th "
KOBE " CHANGSHA" 13th "
MANILA " TSINAN" 17th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

* Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th November, 1903.

[7]

Hongkong-Manila.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 14th Nov., at 10 A.M.
ZAFIRO	2540	R. Rodger		
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 6th November, 1903.

[1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORLAND, OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail
" INDRA PURA" 4,890 A. E. Hollingsworth Nov. 14, 1903.
" INDRA SAMHA" 5,197 W. E. Craven Dec. 14.
" INDRAVELLI" 4,699 R. P. Craven Jan. 14, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON; General Agent.

[1206c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations. Steamers Captains Sailing Dates.
FOR FOOCHOW* " ANPING MARU" J. Goto MONDAY, 9th Nov.
FOR TAMSUI* " DAIJIN MARU" T. Ogata TUESDAY, 10th Nov.
FOR TAMSUI* " DAIGI MARU" T. W. Groves SUNDAY, 15th Nov.
FOR ANPING* " MAIDZURU MARU" K. Akashi SUNDAY, 15th Nov.

* VIA SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at

No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 6th November, 1903.

[1334c]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly-qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903.

[804e]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

" KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.
Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIÜ ON S.S. CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

[322e]

HONGKONG-MACAO LINE.

S.S. " WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; from Macao, Week Days at about 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street

Hongkong, 7th September, 1903.

[1073e]

FOR KOBE, NAGASAKI AND
WLAIWOSTOCK.

THE Steamship

" KOWLOON,"

Captain Stehr, will be despatched for the above Ports, on FRIDAY, the 20th November, at 5 P.M.

For Information as to Passage and Freight apply to

SANDER, WIELER & CO.,

Agents.

Prince's Building.

Hongkong, 31st October, 1903.

[1312e]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

K. NAKASHIMA, Manager.

Hongkong, 7th November, 1903.

[171e]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903. About

" RICHMOND CASTLE" 10th Nov.

" ORONO" 10th Nov.

" ORO" 1st Dec.

" LOWTHER CASTLE" 12th Dec.

" SIKH" 22nd Dec.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 26th October, 1903.

[1207e]

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino—United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND

PENANG.

Having connection with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN and

GENOA.

ALSO

VENICE and TRIESTE, all

MEDITERRANEAN, ADRIATIC, LEVANTINE,

AND SOUTH AMERICAN PORTS up

to CALLAO.

Taking cargo at through rates to PERSIAN

GULF and BAGDAD, also BARCE-

LONA, VALENZA, ALICANTE, AL-

MERIA and MALAGA.

THE Steamship

" ISCHIA,"

Captain Mignazini, will be despatched as above on FRIDAY, the 13th instant, at Noon.

At BOMBAR, the Steamer is discharging in

VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,

Agents.

Shipping.

Arrivals.

Thea, Ger. s.s., 980, Ohlerich, 7th Nov., Newchwang fat Nov., Beans and Bean-oil.

—J. & Co.

Haiman, Br. s.s., 636, Gibson, 7th Nov.,

Tamsui and Amoy 5th Nov., Gen.—D. L. & Co.

Trocas, Br. s.s., 2,657, Phillip, 8th Nov.,

Hankow 1st Nov., Ballast.—A. K. & Co.

Sabine Rickmers, Br. s.s., 9.8, Na-bei, 8th Nov.,

Mau-riui 31st Oct., Kerosene.—A. K. & Co.

Oans, Br. s.s., 4,866, Bartlett, 8th Nov.,

Singapore and Nov., Gen.—B. & S.

Koun Maru, Jap. s.s., 1,787, Minamikawa, 8th Nov., Kobe 4th Nov., Coal and Gen.

Tung-Yok Chou

Shantung, Ger. s.s., 4,041, Engelhardt, 8th Nov., Fochow 6th Nov., Gen.—M. & Co.

Kowloon, Ger. s.s., 1,487, Stehr, 8th Nov.,

Chinkiang 4th Nov., Gen.—S. & Co.

Daijin Maru, Jap. s.s., 920, Ogata, 8th Nov.,

Tamsui via Amoy and Swatow 7th Nov., Gen.—O. S. K.

Hanoi, Fr. s.s., 738, Merlees, 8th Nov.,

Hoian 7th Nov., Gen.—A. R. M.

Haitan, Br. s.s., 1,18, Roach, 8th Nov.,

Fochow 5th Nov., Amoy 6th, and Swatow

7th, Gen.—D. L. & Co.

Oceano, Ger. s.s., 700, Janke, 8th Nov.,

Caroline Islands 1st Nov., Cöpra.—S. & Co.

Glendorn, Br. ship, 1,823, Morrison, 8th Nov.,

New York 26th June, Gen.—S. O. Co.

Lyceum, Ger. s.s., 1,238, Lehmann, 8th Nov.,

Canton 7th Nov., Gen.—S. & Co.

Kwangtung, Ch. s.s., 1,536, Lunt, 10th Nov.,

Canton 7th Nov., Gen.—C. M. S. N. Co.

Gregory Apcar, Br. s.s., 2,940, Olfent, 9th Nov.,

Calcutta 24th Oct., and Singapore

3rd Nov., Gen.—D. S. & Co., Ld.

Ningpo, Br. s.s., 1,228, Boyd, 9th Nov.,

Swatow 8th Nov., Ballast.—B. & S.

Tungshing, Br. s.s., 1,18, Selby, 9th Nov.,

Fochow 4th Nov., Gen.—J. M. & Co.

Holstein, Ger. s.s., 983, Hansen, 9th Nov.,

Swatow 8th Nov., Ballast.—J. M. & Co.

Beninor, Br. s.s., 1,935, Webster, 9th Nov.,

Singapore and Nov., Gen.—G. L. & Co.

Richmond Castle, Br. s.s., 2,258, McDowell,

9th Nov., Amoy 6th Nov., Gen.—D. & G. & Co., Ld.

Sagami, Br. s.s., 2,406, Appleton, 9th Nov.,

New York 6th Sept., Gen.—D. & Co., Ld.

Hailong, Br. s.s., 783, Evans, 10th Nov.,

Swatow 9th Nov., Gen.—D. L. & Co.

Banca, Br. s.s., 3,794, Ferguson, 10th Nov.,

Kobe and Moji 5th Nov., Coal.—P. & O. S. N. Co.

Tantalus, Br. s.s., 2,281, Edmondson, 10th Nov.,

Fochow 8th Nov., Gen.—B. & S.

Rajahui, Ger. s.s., 1,189, Wending, 9th Nov.,

Bangkok 1st Nov., Rice and Teakwood—B. & S.

Maria Jølsen, Ger. s.s., 1,771, Meyer, 10th Nov.,

Samarang 30th Oct., Sugar—J. M. & Co.

Clara Jølsen, Ger. s.s., 1,03, Bendixen, 9th Nov.,

Hongy 7th Nov., Coal—J. M. & Co.

Borneo, Ger. s.s., 2,168, Muhs, 10th Nov.,

Sandakan 11th Nov., Gen.—M. & Co.

Hue, Fr. s.s., 705, Wille, 9th Nov., Haiphong

via Pakhoi, Hoichow and Kwong-chow-wan

Gen.—A. R. M.

Taicheng, Ger. s.s., 928, Wielking, 9th Nov.,

Java 3rd Nov., Sugar—M. & Co.

Uisinfang, Ch. s.s., 1,385, McLundu, 10th Nov.,

Shanghai 7th Nov., Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.

Progress, for Swatow.

Daijin Maru, for Swatow.

Pak Kong, for Macao.

Chau On, for Wuchow.

Heimun, for Swatow.

Sun Cheong, for Canton.

Kwangtung, for Shanghai.

Ningpo, for Shanghai.

Shantung, for Singapore.

Hopsing, for Moji.

Hsinjung, for Canton.

Wingchai, for Macao.

Tungshing, for Canton.

Haitan, for Swatow.

Tantalus, for Singapore.

Kwongchow, for Canton.

Departures.

Nov. 8.

Hoihao, for Hoichow.

Chou-tui, for Bangkok.

Simongan, for Amoy.

Prima, for Kuratsu.

Haitan, for Pakhoi.

Clovering, for Moji.

Atholl, for Nagasaki.

Wosung, for Canton.

Nov. 9.

Anping Maru, for Swatow.

Idzumi Maru, for Kobe.

Koukou, for Canton.

Nov. 11.

Hongmoh, for Amoy.

Hangchow, for Chinkiang.

Ulysses, for Shanghai.

Kweiyang, for Tientsin.

Hopsing, for Shanghai.

Huihui, for Swatow.

Tungshing, for Canton.

Passengers arrived.

Per Oans, from Singapore—650 Chinese.

Per Gregory Apcar, from Singapore—500 Chinese.

Per Hailong, from Swatow—Mrs. Hockland,

2 children, and 36 Chinese.

Per Haiman, from Coast Ports—Messrs. J.

McDowell, Swanston, Madame Moyen du

Suyet, and 91 Chinese.

Per Haitan, from Coast Ports—Messrs. C.

Petres, Mathiæ, Mrs. Encarnacao, Mrs.

Rozario, and 87 Chinese.

Per Horne, from Sandakan—Mrs. Beeston,

and 47 Chinese.

Arrivals Expected.

Arrival	From	Agent	Date
Peussen	Fochow	M. & Co.	Nov. 11
Changsha	Manila	M. & S.	Nov. 11
Nippon Maru	Shanghai	P. M. Co.	Nov. 12
Kunigawa Maru	St. K.	St. K.	Nov. 12
Jitlajip	Macassar	S. J. & Co.	Nov. 12
Glenfarne	Singapore	M. & G.	Nov. 13
Huapeh	Moji	S. & S.	Nov. 13
Hoover	Italo	B. & S.	Nov. 13
Manila	Singapore	P. & O. Co.	Nov. 14
Armand Bebic	Singapore	M. M.	Nov. 16
Olympia	Victoria	N. P. Co.	Nov. 16
Siberia	San Francisco	P. M. Co.	Nov. 20
Eastern	P. Darwin	G. L. & Co.	Nov. 21
Tijanpas	Japan	H. S. & Co.	Nov. 21
Macao	Calcutta	M. & Co.	Nov. 23
Str. Tangting	Calcutta	M. & Co.	Nov. 23
Str. Haiman	Tamsui	Per Haiman	Nov. 23
Str. Haiman	Amoy	Per Haiman	Nov. 23
Str. Haiman	Swatow	Per Haiman	Nov. 23
Str. Haiman	7th Nov.	Per Haiman	Nov. 23
Str. Haiman	8th Nov.	Per Haiman	Nov. 23
Str. Haiman	9th Nov.	Per Haiman	Nov. 23
Str. Haiman	10th Nov.	Per Haiman	Nov. 23
Str. Haiman	11th Nov.	Per Haiman	Nov. 23
Str. Haiman	12th Nov.	Per Haiman	Nov. 23
Str. Haiman	13th Nov.	Per Haiman	Nov. 23
Str. Haiman	14th Nov.	Per Haiman	Nov. 23
Str. Haiman	15th Nov.	Per Haiman	Nov. 23
Str. Haiman	16th Nov.	Per Haiman	Nov. 23
Str. Haiman	17th Nov.	Per Haiman	Nov. 23
Str. Haiman	18th Nov.	Per Haiman	Nov. 23
Str. Haiman	19th Nov.	Per Haiman	Nov. 23
Str. Haiman	20th Nov.	Per Haiman	Nov. 23
Str. Haiman	21st Nov.	Per Haiman	Nov. 23
Str. Haiman	22nd Nov.	Per Haiman	Nov. 23
Str. Haiman	23rd Nov.	Per Haiman	Nov. 23
Str. Haiman	24th Nov.	Per Haiman	Nov. 23
Str. Haiman	25th Nov.	Per Haiman	Nov. 23
Str. Haiman	26th Nov.	Per Haiman	Nov. 23
Str. Haiman	27th Nov.	Per Haiman	Nov. 23
Str. Haiman	28th Nov.	Per Haiman	Nov. 23
Str. Haiman	29th Nov.	Per Haiman	Nov. 23
Str. Haiman	30th Nov.	Per Haiman	Nov. 23
Str. Haiman	31st Nov.	Per Haiman	Nov. 23
Str. Haiman	1st Dec.	Per Haiman	Nov. 23
Str. Haiman	2nd Dec.	Per Haiman	Nov. 23
Str. Haiman	3rd Dec.	Per Haiman	Nov. 23
Str. Haiman	4th Dec.	Per Haiman	Nov. 23
Str. Haiman	5th Dec.	Per Haiman	Nov. 23
Str. Haiman	6th Dec.	Per Haiman	Nov. 23
Str. Haiman	7th Dec.	Per Haiman	Nov. 23
Str. Haiman	8th Dec.	Per Haiman	Nov. 23
Str. Haiman	9th Dec.	Per Haiman	Nov. 23
Str. Haiman	10th Dec.	Per Haiman	Nov. 23
Str. Haiman	11th Dec.	Per	

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

DRESSMAKING DEPARTMENT.

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

DRESS GOODS.

Tweeds, Serges, Meltons, Freizes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

GLOVES.

Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

HOSE.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foulards, Chenes; Moirés, Satin Merveilleux; Silk Duchesse, etc., etc.

CHIFFONS AND GAUZES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

LACES.

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

CORSETS.

In the following makes:—Madam Leider, Prima Donna, The Model straight-fronted, Y. and N. Cycling.

THE SANAKOR.

A new and thoroughly up-to-date high class corset in rich brocade.

THE RIBBON CORSET.

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

October 24th.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS

FAMED FOR
SHIRTS.
28, Queen's Road.

BED AND BEDDINGS

Single and Double beds, Camp, Air, and Chair beds. Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep., Cretonne, and Chinelle.

TABLE COVERS

In all the newest designs and makes.

CARPETS.

Axminster, Brussels Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

QUILT AND BLANKET DEPT.

Silk-covered Eider Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

IRONMONGERY.

Standard, Table and Hanging Lamps, Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

HOUSE KEEPERS' SUNDRIES.

Brooms and Brushes, Domestic Soaps, Black Lead, Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc., etc.

DOMESTIC.

Zinc Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

GAMES:—CRICKET, TENNIS, CROQUET,
FOOTBALL, PING PONG.

A large selection of Indoor Games, Hoop La! Dominoes, Chess, Draughts, Children's and Adults' Table Games stocked.

TOYS.

We keep every kind of Toy all the year round, from Tin Engines at 15 cts. to Magnificently Modelled Real Skin Horses at \$40; or a Cinematograph.

DOLLS.

Stone, Rag, Kid, Celluloid, etc. Dressed and Undressed.

FANCY LEATHER GOODS

For Presents, Silver, Ebony and Ivory Manicure Sets.

OVERMANTLES AND MIRRORS.

Handsome Gilt, White and Gold, or Walnut Frames, etc., etc., with bevelled glass, English-make.

GARDEN TOOLS.

Iron, Wire and Rubber Door Mats.

TRUNKS.

Cabin, Overland and Storage Trunks, Steel, Compressed Fibre, Millboard, Willesden Canvas, Solid, Leather, etc.

LADIES' HAT BOXES

In various makes, Hand Bags, Portmanteaux, Suit Cases, Gladstone Bags, Rug Straps, Cash and Deed Boxes.

SEWING MACHINES.

Jones' Famous Hand and Treadle Machines famous throughout the East.

CHILDREN'S OUTFITTING.

In all its Branches.

R. G. HECKFORD,
MANAGER.